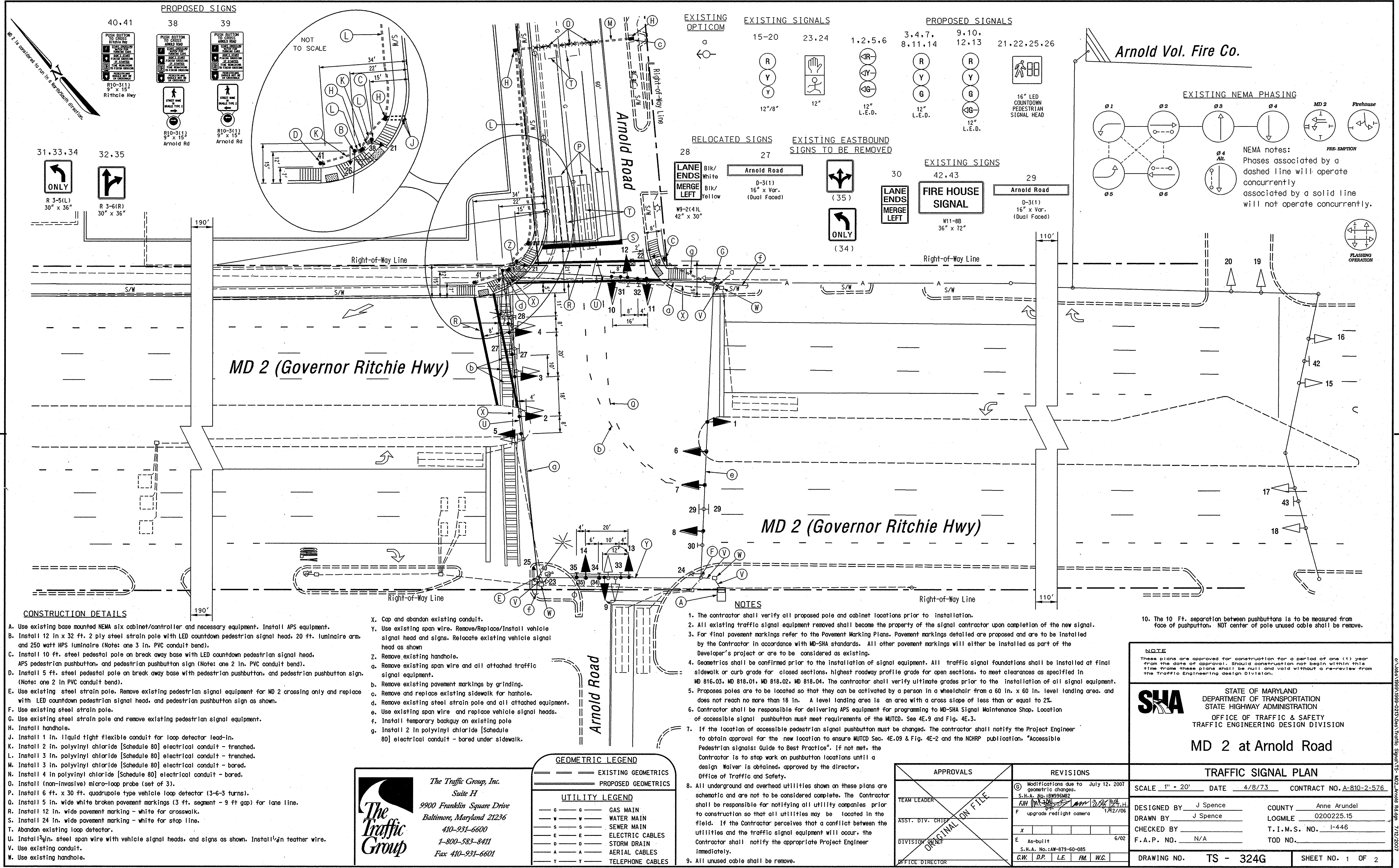


DRILL HOLES



Arnold Vol. Fire Co.

EXISTING NEMA PHASING

NEMA notes:
Phases associated by a dashed line will operate concurrently associated by a solid line will not operate concurrently.

FLASHING OPERATION

NOTES

- The contractor shall verify all proposed pole and cabinet locations prior to installation.
- All existing traffic signal equipment removed shall become the property of the signal contractor upon completion of the new signal.
- For final pavement markings refer to the Pavement Marking Plans. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
- Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
- Proposed poles are to be located so that they can be activated by a person in a wheelchair from a 60 in. x 60 in. level landing area, and does not reach no more than 18 in. A level landing area is an area with a cross slope of less than or equal to 2%.
- Contractor shall be responsible for delivering APS equipment for programming to MD-SHA Signal Maintenance Shop. Location of accessible signal pushbutton must meet requirements of the MUTCD. See 4E.9 and Fig. 4E.3.
- If the location of accessible pedestrian signal pushbutton must be changed. The contractor shall notify the Project Engineer to obtain approval for the new location to ensure MUTCD Sec. 4E.09 & Fig. 4E-2 and the NCHRP publication, "Accessible Pedestrian Signals: Guide to Best Practice". If not met, the Contractor is to stop work on pushbutton locations until a design Waiver is obtained, approved by the director, Office of Traffic and Safety.
- All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.
- All unused cable shall be remove.
- The 10 Ft. separation between pushbuttons is to be measured from face of pushbutton, NOT center of pole unused cable shall be remove.

NOTE
These plans are approved for construction for a period of one (1) year from the date of approval. Should construction not begin within this time frame these plans shall be null and void without a re-review from the Traffic Engineering Design Division.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 2 at Arnold Road

TRAFFIC SIGNAL PLAN

SCALE 1" = 20'	DATE 4/8/73	CONTRACT NO. A-810-2-576
DESIGNED BY J Spence	COUNTY Anne Arundel	
DRAWN BY J Spence	LOGMILE 0200225.15	
CHECKED BY	T.I.M.S. NO. 1-446	
F.A.P. NO. N/A	TOD NO.	
DRAWING NO. TS - 324G	SHEET NO. 1 OF 2	

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
① Modifications due to July 12, 2007 geometric changes. S.H.A. No. 18W936M2 F/H [initials] 2/28/07 F upgrade redlight camera 1/12/06
X
E As-built S.H.A. No. 18W-879-60-085 G.W. D.P. L.E. F.M. W.C.

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